

## LONGSHORE STRIKE TIES UP 22 SHIPS

### SHIPPING NEWS.

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All the Coastwise Vessels From New York Are Held Up.

MEN DEMAND \$1 AN HOUR

Employers Willing to Compromise—Unions Threaten to Spread Walkout.

Coastwise shipping in the Port of New York was stopped yesterday by a strike of 7,000 longshoremen. Twenty-two ships were held at their piers. The Old Dominion, Mallory, Clyde, Savannah, Moran and Fall River lines are tied up.

The International Longshoremen's Association is out for \$1 an hour and 42 overtime. After a strike six months ago the men won a wage scale of 45 cents, with \$1.50 overtime. Friday night by unanimous vote they decided to strike again.

All was quiet along the piers tied up to the strike. The rain and sleet the snow kept the men from gathering on the streets and the steamship companies showed no sign of calling in strike breakers.

E. R. Richardson, vice-president and general manager of the Ocean Steamship Company, which operates the Savannah line, said the employers had given them terms and it was up to the men to back down.

"We have not sent out a call for strike breakers—I doubt if we could get any," he said. "The strike has not spread to the Brooklyn docks yet. Only twenty-two ships are tied up."

The strike was the result of an attempt to bring the steamship companies to terms last Friday. The men refused to go to work. Friday night of last week and gathered around the port office. The "strike" apparently without previous cabled plans. Some went back to work the next day. All were back by Tuesday morning.

It is the intention of the strikers to extend the stoppage, if they can, from Boston to Galveston. Anthony Clinton, vice-president of the longshoremen's union, said: "Thirty thousand men will be drawn into the strike." The longshoremen of Boston are now voting on the strike proposition.

The "checkers" who are members of the union, are also out. They demand a reduction of four hours in their present week of forty-eight hours and an increase in wages of from \$25 to \$30 a week.

The following official announcement was issued by the union yesterday:

"The strike vote having been unanimous, we have voted to continue the strike from Boston to Galveston along the Atlantic coast, and involve 20,000 longshoremen. The men want an increase in wages, in view of the fact that the wages of the longshoremen on transatlantic steamship piers have been raised."

The men's demands, according to Jim Riley, a union organizer, have been met by the steamship companies since October, when the employers said they were powerless to make an adjustment.

The National Adjustment Commission made a settlement which was to have remained in operation until September 30, 1920. The lines affected are mostly owned by transatlantic companies. The employers admit that the cost of living has increased since October and are ready to consider a compromise.

If the strike continues indefinitely it will be necessary for the steamship companies to lay off about 1,500 seamen. Mr. Richardson said yesterday that the owners of the ships did not like the idea of throwing thousands more off work could not take the burden of carrying the men on the payrolls when the revenue is shut off.

The workers also are taking the stand that the harbor row should be settled now or never. They will meet, to-day and T. V. O'Connor, international president of the association, has been asked to come from Boston to address the meeting.

## 22 RESCUED WHILE ROCKS SMASH SHIP

Captain and Three Men Still Aboard Lake Deval as Storm Still Blows.

With her captain, first mate and two of her crew still aboard, the steamship Lake Deval of the United States Shipping Board fleet, is broken up in a northwest gale 200 yards off the beach at Southampton, L. I.

Twenty-two of the crew were dragged ashore by the waves and were taken to safety. At the Coast Guard station here, in two attempts to launch a lifeboat a man was shot over the stranded ship and the men hauled in through the surf. Many of them were unconscious from submersion when they were lifted out of the water. Four were taken to Southampton Hospital in a serious condition.

The fire alarm was sounded in Southampton village, and all the inhabitants gathered on the beach. The greatest excitement prevailed. Hundreds of persons worked desperately to aid the stricken sailors. Women served coffee and sandwiches, while the men waded waist-deep in the surf and tried to launch boats. Finally the Coast Guard came in "sheering" the Lake Deval and a buoy was hauled out. The first man taken ashore was unconscious and Southampton doctors worked over him until he revived.

When the twenty-second man had been landed safely Capt. Dargle signaled by jerks on the ropes that no more were coming. There were then three men besides the captain adrift. The Coast Guard believe that the captain thought there was still a chance that his ship might be saved by a cutter that was rounding here.

Then the storm increased and a blinding snow shut the Deval from view. At midnight the gale was blowing seventy miles an hour. Unless the wind moderates it will be impossible to rescue the men remaining aboard.

### NAVAL ORDERS.

Special to THE SUN AND NEW YORK HERALD.  
WASHINGTON, March 13.—The naval orders were made public to-day:

Capt. John G. Church, to command U. S. S. Hammonasset; Lt. Comdr. W. E. Clegg, Lieutenant Commander Bush, Jr., to U. S. S. Balsam; Lt. Comdr. John F. Shafroth, to U. S. S. Babcock, as executive officer.

Capt. Arthur W. Babcock, to U. S. S. Samson, as executive officer.

Lt. Comdr. H. C. Wilson, to U. S. S. Hancock as supply officer.

Lt. Comdr. R. C. Howell, to U. S. S. North Carolina as supply officer.

Capt. (Junior grade) Lawrence C. Fuller, to Capt. (Supply grade) George G. Sullivan, to U. S. S. Atlanta; Capt. (Junior grade) Lawrence C. Fuller, to Capt. (Supply grade) George G. Sullivan, to U. S. S. Atlanta.

### SHIPPING NEWS.

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pool, has arrived at Horia with engines out of order.

Dangers to Navigation.

Reported to the Hydrographic Office:

A. Evans, (Br.), Izmo, Manchester—G.

Sir Verentia (Br.), Ind. St. John NB, and

Sir Edward (Br.), Samos, Auckland.

W. Port Lytton, Asst. Purch. Ed. & Co.

Port of London, Asst. Purch. Ed. & Co.

Port of Paris, Asst. Purch. Ed. & Co.

Port of Rio Janeiro, Brazil.

Port of San Juan, Puerto Rico.

Porto Rico Steamship Co.

Portuguese Merchant Marine.

Portuguese Merchant Marine.